

BORDER REV. DATE: June 11, 2004

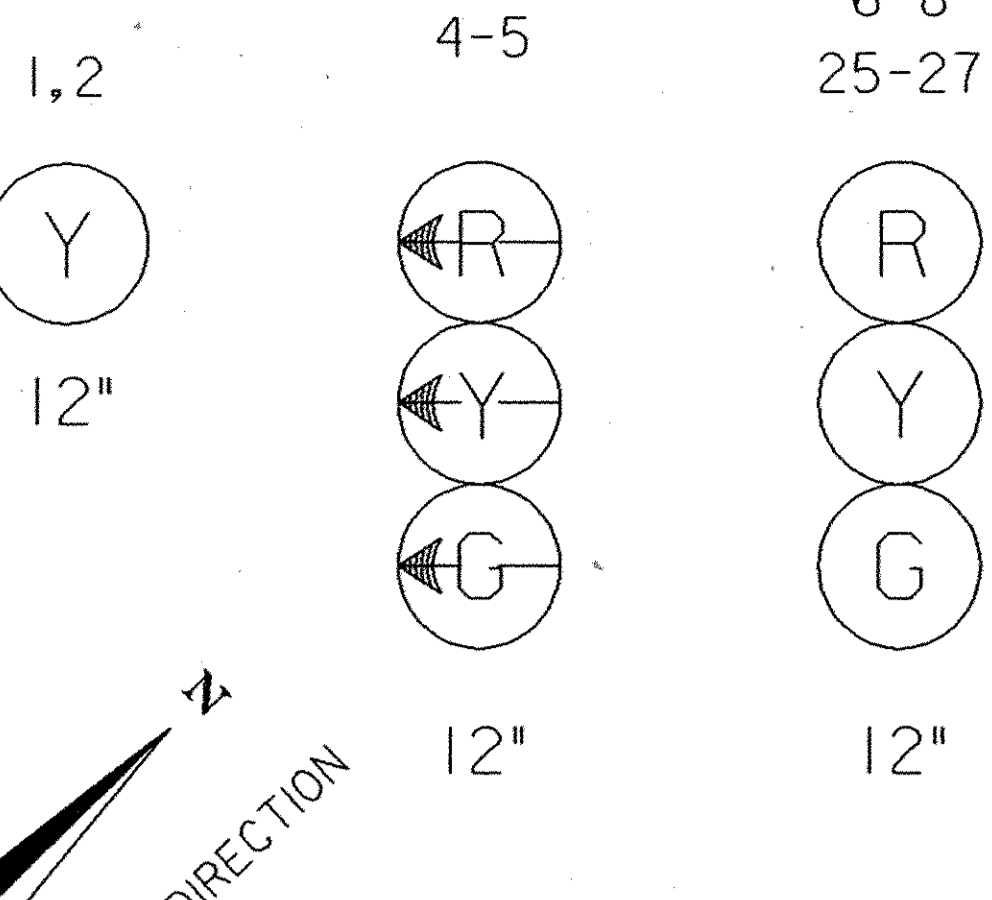
DRILL HOLES

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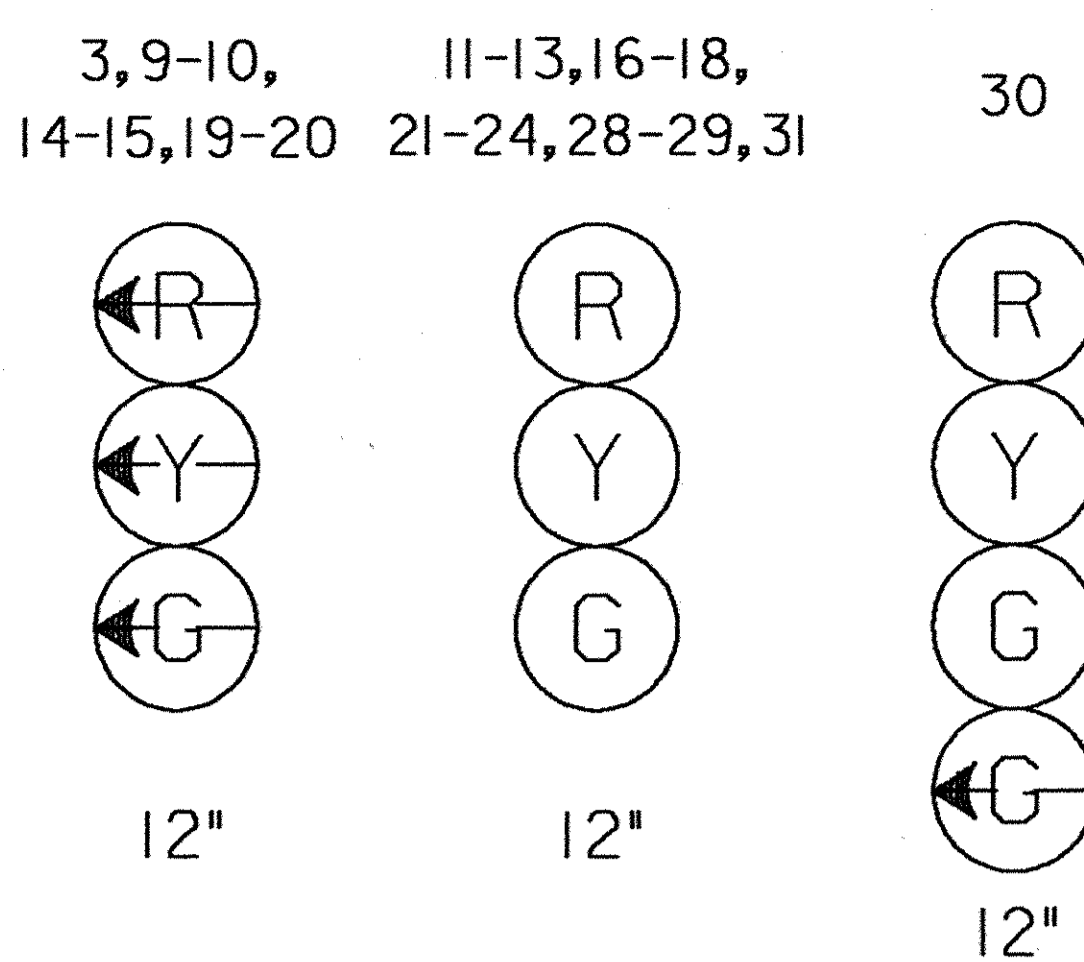
DRILL HOLES

BY: THOMPSON

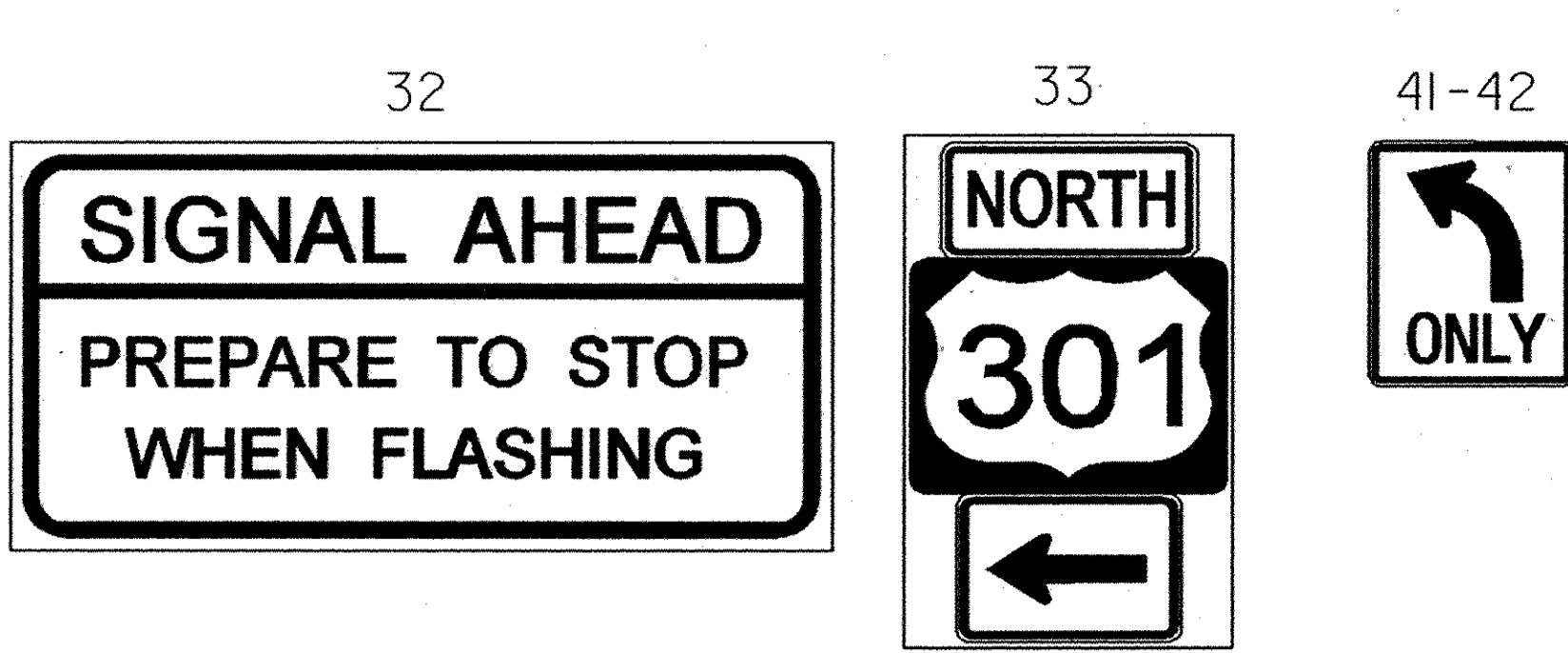
EXISTING SIGNAL HEADS TO REMAIN



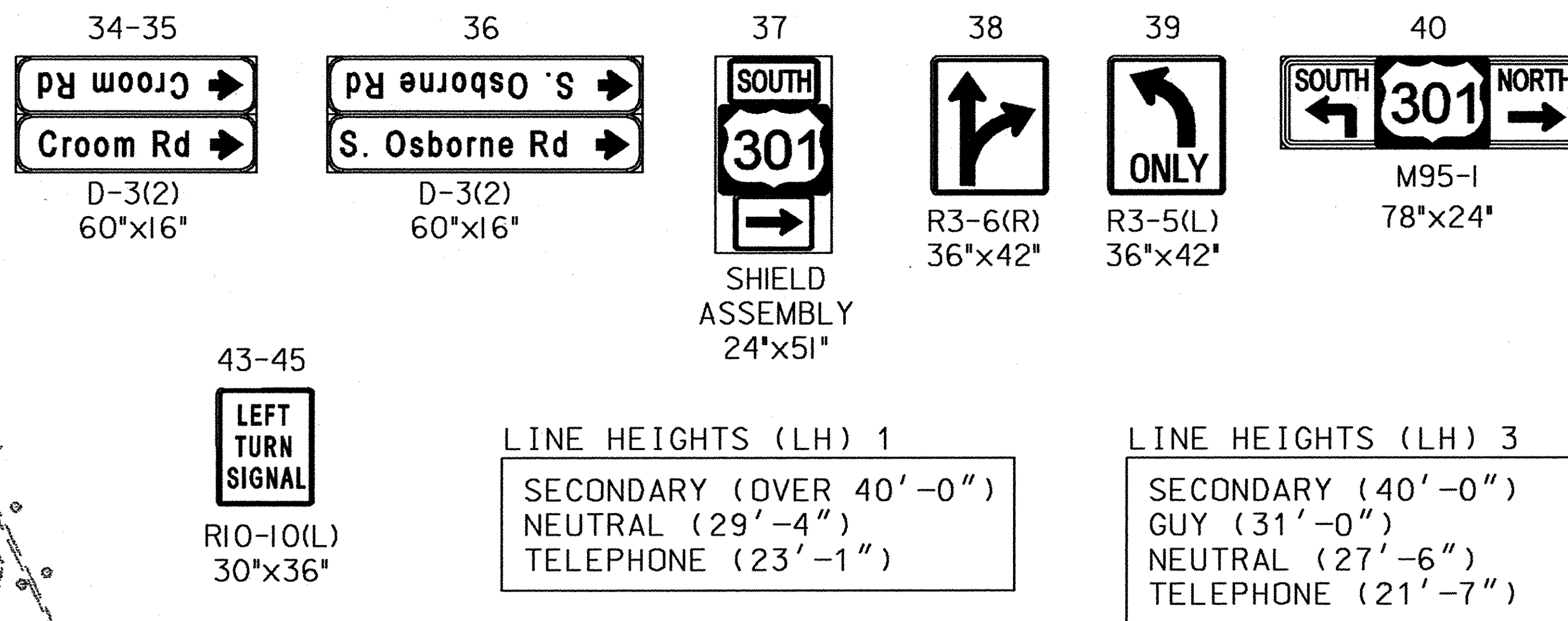
PROPOSED SIGNAL HEADS



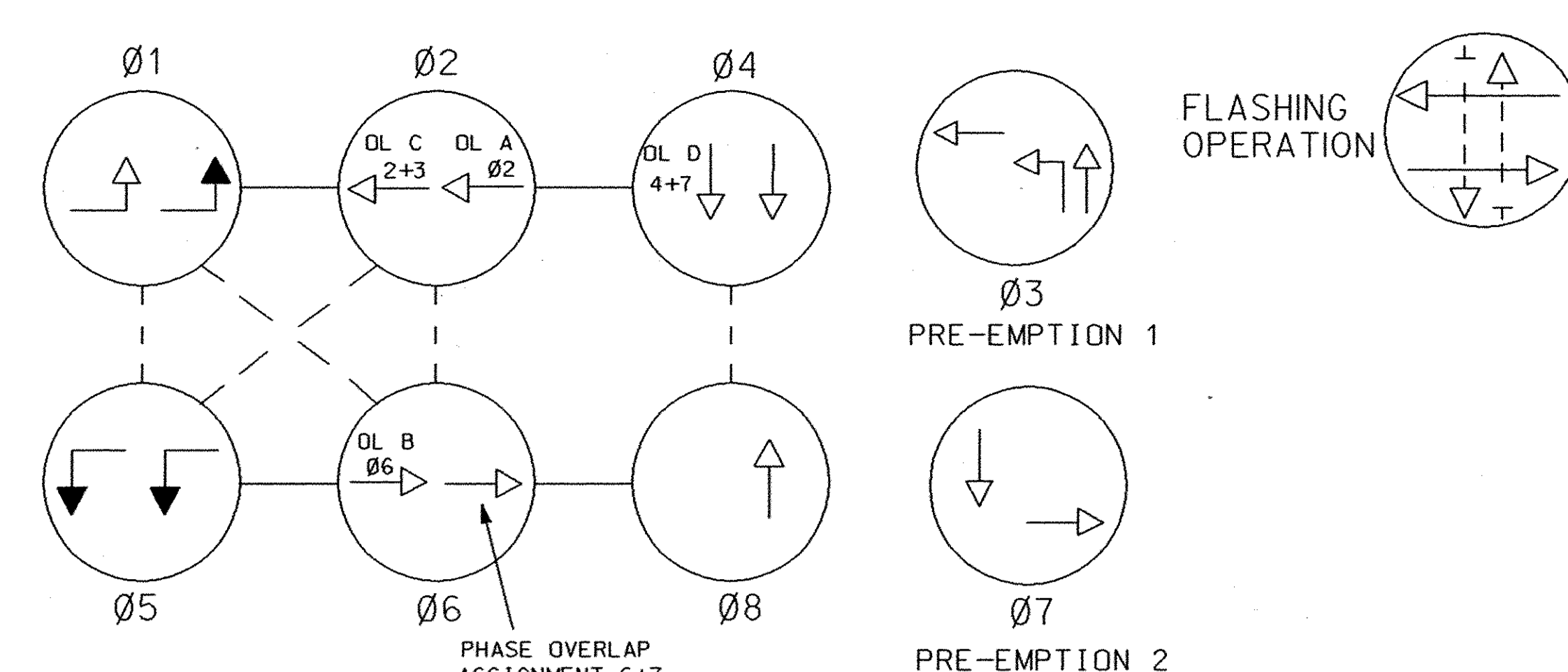
EXISTING SIGNS TO REMAIN



PROPOSED SIGNS



NEMA PHASING

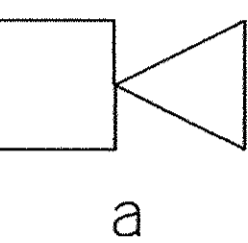


PHASING NOTES:
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.

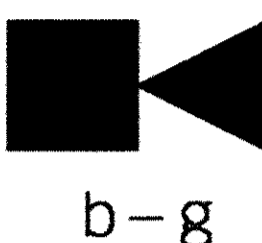
THERE IS ONE (1) HANDHOLE WITH NORTHBOUND SETBACK DETECTION FOR CROOM ROAD LOCATED 219 FT. NORTH OF THE MEDIAN NOSE. THERE IS ONE RED LIGHT CAMERA LOCATED WITHIN THIS BREAK.

THERE IS ONE (1) HANDHOLE LOCATED WITHIN THIS BREAK 223 FT NORTH OF THE MEDIAN NOSE.

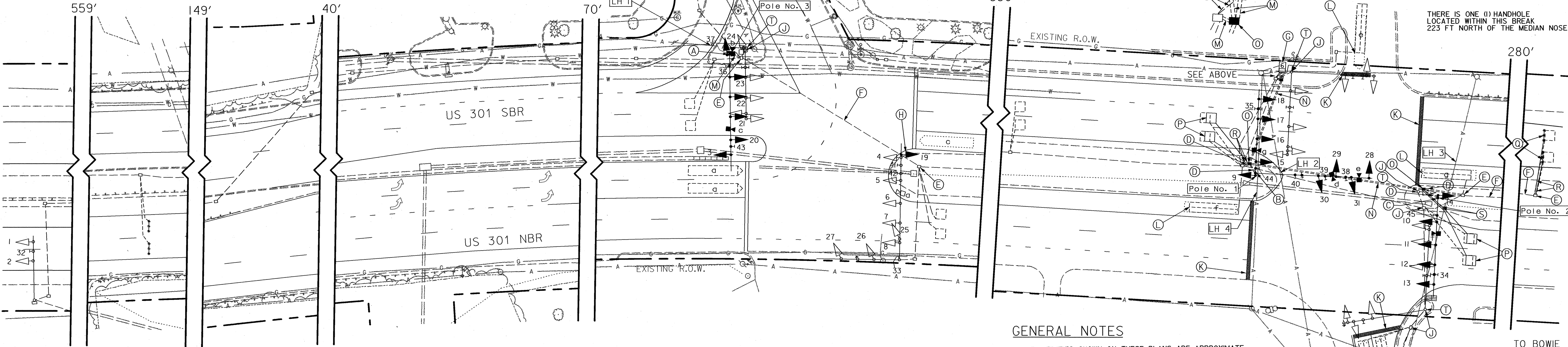
EXISTING VIDEO DETECTION



PROPOSED VIDEO DETECTION



THERE ARE THREE (3) HANDHOLES LOCATED WITHIN THIS BREAK AT THE FOLLOWING DISTANCES NORTH OF THE 'SIGNAL AHEAD WHEN FLASHING' SIGN: 185 FT, 385 FT, & 435 FT



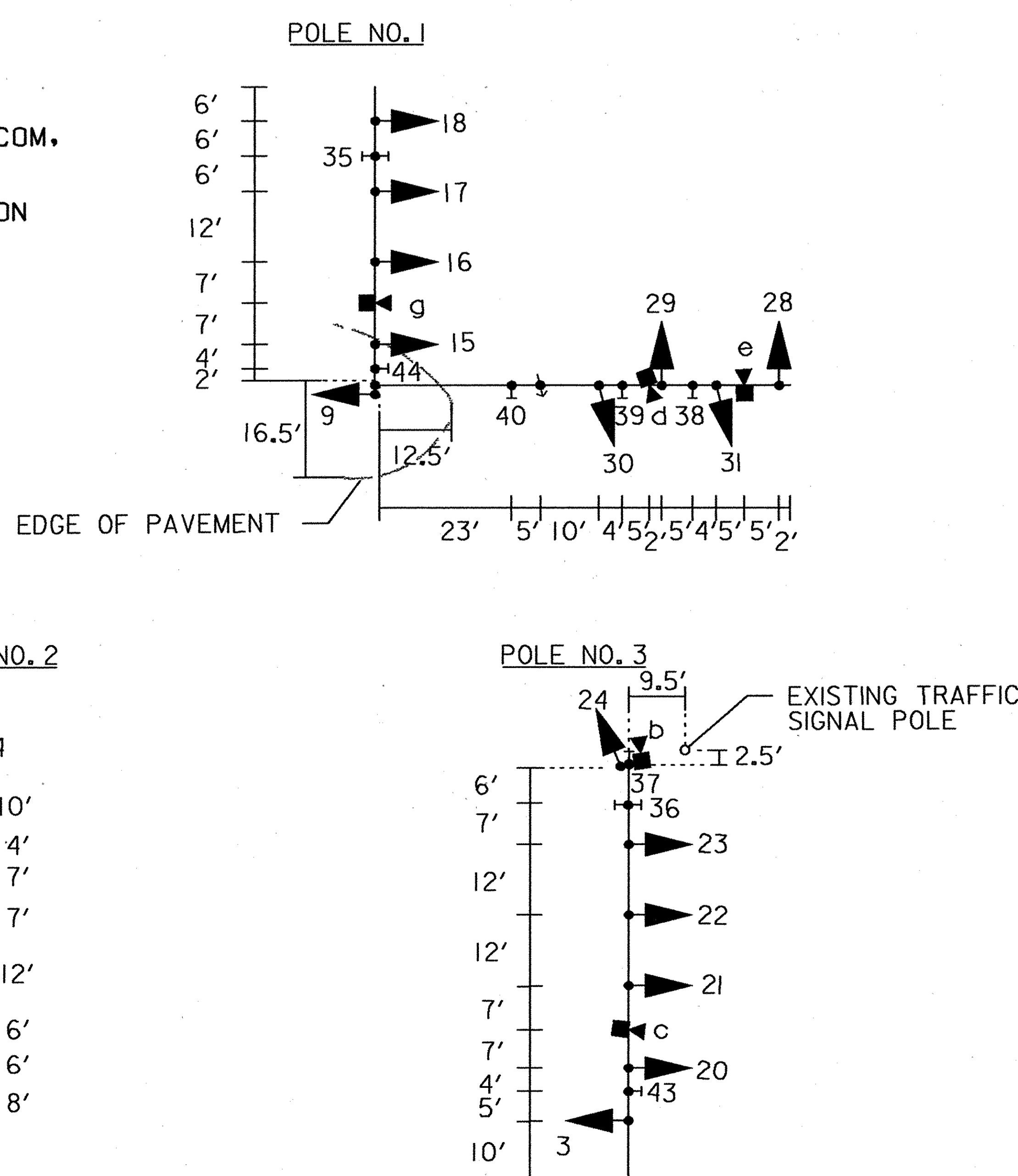
CONSTRUCTION DETAILS

1. A. INSTALL 24'27FT. STEEL POLE (CUT TO 21 FT.) WITH 70 FT. MAST ARM, VEHICULAR SIGNAL HEADS, SIGNS, RELOCATED VIDEO DETECTION CAMERA (INSTALL NEW VIDEO DETECTION CABLE AND MOUNTING HARDWARE, NEW VIDEO DETECTION CONTROLLER, AND POLE MOUNTED CABINET, CONTROLLER AND ALL NECESSARY EQUIPMENT. (NOTE: 1-4 IN. PVC 90 DEGREE BEND)
1. B. INSTALL 23'27FT. STEEL POLE (CUT TO 23 FT.) WITH TWIN 70 FT./50 FT. MAST ARMS, VEHICULAR SIGNAL HEADS, SIGNS, OPTICOM, DETECTOR AND VIDEO DETECTION CAMERAS. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)
1. C. INSTALL 24'27FT. STEEL POLE (CUT TO 21 FT.) WITH 60 FT. MAST ARM, VEHICULAR SIGNAL HEADS, SIGNS, AND VIDEO DETECTION CAMERA. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)
- D. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)
- E. USE EXISTING HANDHOLE
- F. USE EXISTING CONDUIT
- G. USE EXISTING CONTROLLER (SEE GENERAL NOTE 6)
- H. INSTALL VEHICULAR TRAFFIC SIGNAL HEAD ON EXISTING STRUCTURE
- J. REMOVE AND DISPOSE OF EXISTING TRAFFIC SIGNAL EQUIPMENT
- K. INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR STOP LINE
- L. ABANDON EXISTING LOOP DETECTOR
- M. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)
- N. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (BORED)
- O. INSTALL HANDHOLE
- P. INSTALL 6 FT. X 6 FT. LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING (4 TURNS)
- Q. INSTALL MICROLOOP PROBE SET
- R. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (FOR DETECTOR SLEEVE)
- S. INSTALL 1 IN. ELECTRICAL CONDUIT - GALVANIZED (FOR DETECTOR SLEEVE)
- T. REMOVE FOUNDATION 12 IN. BELOW GRADE

UTILITY LEGEND

- G - GAS MAIN
- W - WATER MAIN
- S - SEWER MAIN
- E - ELECTRIC CABLES
- A - AERIAL CABLES
- T - TELEPHONE CABLES
- F0 - FIBRE OPTIC CABLES

SIGNAL HEAD AND SIGN LAYOUT



GENERAL NOTES

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
3. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE. THE CONTRACTOR SHALL NOTIFY THE SHA SIGNAL SHOP 72 HOURS PRIOR TO CONSTRUCTION TO COORDINATE THE DISCONNECTION AND RECONNECTION OF ALL CABLES PROPOSED TO RE-ROUTED AT SOUTH OSBORNE ROAD.
5. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING STEEL POLES, MAST ARMS, SIGNAL HEADS, AND SIGNS AS NOTED ON THIS PLAN. EXISTING SIGNAL HEADS SHOWN ON THIS PLAN TO REMAIN SHALL NOT BE REMOVED. THE CONTRACTOR SHALL DISPOSE OF ALL ABANDONED CABLE.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE PROPOSED HANDBOX IMMEDIATELY ADJACENT TO THE EXISTING CABINET. THE CONTRACTOR SHALL NOTIFY THE SHA SIGNAL SHOP 72 HOURS IN ADVANCE OF CONDUIT MODIFICATIONS AT THE CROOM ROAD CABINET. THE CONTRACTOR SHALL DISCONNECT AND PULL ALL EXISTING SIGNAL CABLE TO THE EXISTING HANDBOX, INSTALL NEW 4 INCH CONDUIT (USING THE EXISTING CONDUIT BENDS), TERMINATE ALL PROPOSED SIGNAL CABLE TO THE APPROPRIATE TERMINALS, AND RE-ROUTE ALL SIGNAL CABLE TO REMAIN TO THE EXISTING CONTROLLER.
7. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO AVOID IMPACTING THE DRAINAGE CULVERT WHEN INSTALLATION THE FOUNDATIONS AND CONDUIT FOR POLE NO. 1 AND NO. 2.
8. THE CONTRACTOR SHALL ENSURE THE EXISTING TRAFFIC SIGNALS REMAIN OPERATIONAL UNTIL THE MODIFICATIONS ARE COMPLETE.

REDLINE REVISION 07-19-2005

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
US 301 (CRAN HIGHWAY) AND
SOUTH OSBORNE ROAD MD 382 (CROOM ROAD)

APPROVALS	REVISIONS
TEAM LEADER	1. PROVIDE EXCLUSIVE LEFT-TURN PHASING ALONG SB US 301 AT S. OSBORNE AND NB & SB AT MD 382. SHA NO. 1718585
ASST. DIV. CHIEF	2. REPLACE NE POLE AND MAST ARM AT S. OSBORNE. NB AND VIDEO DETECTION AND NB EXCLUSIVE LEFT. SHA NO. 1718585
DIVISION CHIEF	3. CORRECT OSBORNE WITH MD 402 INTO ONE INTERSECTION, ADD NB E/P LT TURN AT MD 382. TMS# C185
OFFICE DIRECTOR	

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OFFICE DIRECTOR	

TRAFFIC SIGNALIZATION PLAN			
SCALE	1" = 30'	DATE 1-11-88	CONTRACT NO. 23855T2507427
DESIGNED BY S.R. BARANOWSKI		COUNTY	PRINCE GEORGE'S
DRAWN BY R.R. ZACHERL		LOGMILE	16030110.34
CHECKED BY E.M.M.		T. I. M. S. NO.	6531
F. A. P. NO.		TOD NO.	
DRAWING NO. TS-2366-H		SHEET NO. 1 OF 2	

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